

THE WEEKLY OF
**BUSINESS
AVIATION**

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PRODUCT LIABILITY BILL STILL ALIVE, BUT FACING UPHILL BATTLE

Rep. Dan Glickman (D-Kan.) finally got a hearing last week on his General Aviation Tort Reform Act of 1986, but it appears supporters of the legislation face an uphill battle to get the measure enacted during the current session of Congress (BA, Aug. 11/42). Following a hearing on Glickman's H.R.4142 last Thursday before the monopolies and public law subcommittee of the House Judiciary Committee, most observers agreed that it is unlikely the committee will schedule a markup session—the usual next step following a hearing—on the bill this year.

Rep. Peter Rodino (D-N.J.), who chairs both the full committee and the subcommittee, said following testimony by general aviation aircraft manufacturers and operators that "The responsibility remains on those who would change the present system. They're gonna bear the burden of proof. I think until and unless they do so, the committee is going to be constrained to move very, very cautiously..." Asked to assess the prospects of the committee reporting the bill out to the full House of Representatives, one committee staffer put them at "one in a million," because of Rodino's lack of enthusiasm for the measure. Glickman told BA that "it's not likely, but it's not impossible," that the bill will be marked up and reported out. "But there are other ways to skin a cat," Glickman added, indicating that he may attempt other avenues to get the bill to the House, rather than waiting for Rodino to act. Glickman has 174 co-sponsors on the bill and his staff is seeking additional backers in an effort to force consideration of the measure. Recent approval by the Senate Commerce Committee of similar legislation offered by Sen. Nancy Kassebaum (BA, Aug. 11/41), is expected to add momentum to those efforts.

Supporters of H.R.4142 testified that despite a steady decline in the number of fatal general aviation accidents over the past four decades, the amount of damage claims and out-of-pocket defense expenses incurred by general aviation manufacturers has been soaring in recent years. General Aviation Manufacturers Association President Edward Stimpson said the industry's paid claims and defense costs totaled \$24 million in 1977, but had jumped to \$76.8 million in 1983 and to \$209.7 million in 1985 (see photo and chart on the back of Pages 51 and 52). Stimpson said "projections for 1986 suggest a continuation of this exponential growth. How can an industry with \$900 million in new aircraft sales revenue estimated for 1986 possibly survive?"

The Association of Trial Lawyers of America has been lobbying against H.R.4142 and ATLA President Robert Habush testified in opposition to the bill at Thursday's hearing. Habush attempted to convince the committee that general aviation's economic problems were due to a number of factors besides high product liability costs. He also indicated that the high product liability costs are an "insurance" problem rather than one that requires changes in the tort law system. Also testifying against the bill were representatives of the Consumer Federation of America and Congress Watch.

BOMBARDIER INC. REPORTED TO BE SUCCESSFUL BIDDER FOR CANADAIR

Bombardier Inc. of Montreal, a manufacturer of subway cars, buses and snowmobiles was reported last week to be the successful bidder to acquire Canadian aircraft manufacturer Canadair. Paul Marshall, president of the Canadian Development Investment Corp.—the government agency that owns
(Continued on the following page)

 **NOW ONLINE WORLDWIDE**

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY - JULY UNIT SHIPMENTS

		July 86	Cal. Year			July 86	Cal. Year
AEROSPATIALE GENERAL AVIATION				CE-182RG	Turbo Skylane RG	0	1
• Single-Engine				CE-185	Skywagon	0	0
TB-9	Tampico	0	2	CE-U206	Stationair 6	8	40
TB-10	Tobago	4	27	CE-TU206	Turbo Stationair 6	3	21
TB-20	Trinidad	6	20	CE-207	Stationair 8	0	0
TB-21	Trinidad TC	0	3	CE-TU207	Turbo Stationair 8	0	0
R110		0	1	CE-208	Caravan I	4	19
R180		0	0	CE-208	Caravan II	0	1
R235		0	0	CE-210	Centurion	2	11
TOTAL		10	53	CE-T210	Turbo Centurion	2	33
BEECH AIRCRAFT CORP.				CE-P210	Pressurized Centurion	0	
• Single-Engine				CE-188	AgHusky	0	0
BE-77	Skipper	0	0	CE-188	AgTruck	0	0
BE-C23	Sundowner	0	0	• Multi-Engine			
BE-C24R	Sierra	1	1	CE-303	Crusader	0	2
BE-F33A	Bonanza	3	12	CE-335		0	0
BE-F33C	Bonanza	3	9	CE-340		1	8
BE-A36	Bonanza	4	32	CE-402		0	1
BE-V35B	Bonanza	0	0	CE-404	Titan	0	0
BE-B36TC	Bonanza	1	7	CE-414	Chancellor	0	3
• Multi-Engine				CE-421	Golden Eagle	1	2
BE-B55	Baron	0	0	CE-425	Conquest I	1	3
BE-E55	Baron	0	0	CE-441	Conquest II	0	1
BE-58	Baron	4	11	CE-500	Citation I	0	0
BE-58TC	Baron	0	0	CE-550S/II	Citation II	2	13
BE-58P	Baron	1	3	CE-650	Citation III	2	6
BE-76	Duchess	0	1	REIMS AVIATION			
BE-860	Duke	0	0	• Single-Engine			
BE-C99	Airliner	1	1	CE-F152		0	0
BE-C90-1	King Air	0	3	CE-F152	erobot	2	2
BE-F90-1	King Air	2	3	CE-F172	yhawk	1	3
BE-B100	King Air	0	0	CE-FR172	k XP	0	0
BE-200	Super King Air	2	16	CE-F182	ne	0	0
BE-200C	Super King Air	0	0	CE-F182RG	rlane RG	0	0
BE-300	Super King Air	3	18	TOTAL		58	325
BE-200T	Super King Air	0	0	Manufacturers net billing - \$26,175,001			
BE-1900C	Commuter	1	9	AVIONS-MARCEL DASSAULT			
Beechjet 400	Diamond IA	0	9	• Multi-Engine			
TOTAL		26	135	AD-My.10	Falcon	*	0
Manufacturers net billing - \$21,749,801.30				AD-My.20	Falcon	*	1
BRITISH AEROSPACE				AD-My.200	Falcon	*	1
• Multi-Engine				AD-My.50	Falcon	*	1
BAe	Jetstream 31	4	24	AD-My.900	Falcon	*	7
HS-748		0	1	TOTAL		*	10
BAe 146-100		1	4	DEHAVILLAND AIRCRAFT OF CANADA			
BAe 146-200		0	4	• Multi-Engine			
HS-125-800	Model A	3	9	DHC-5		0	2
HS-125-800	Model B	0	0	DHC-6	Twin Otter	1	2
TOTAL		8	42	DHC-7		0	1
PILATUS BRITTEN-NORMAN				DHC-8		3	19
• Multi-Engine				TOTAL		4	24
BN-2B	Islander	0	1	EMBRAER			
BN-2T	Islander	0	3	• Single-Engine			
Mark III	Trislander	0	0	EMB-201	Ipanema	0	7
TOTAL		0	4	EMB-710	Carioca	0	0
CANADAIR				EMB-711	Corisco	1	4
• Multi-Engine				EMB-712	Tupi	1	5
CL-600	Challenger	0	0	EMB-720	Minuano	3	16
CL-601	Challenger	1	5	EMB-721	Sertanejo	0	0
TOTAL		1	5	• Multi-Engine			
CESSNA AIRCRAFT CO.				EMB-110	Bandeirante	0	0
• Single-Engine				EMB-120	Brasilia	1	4
CE-152		0	0	EMB-121	Xingu	0	3
CE-A152	Aerobat	0	0	EMB-810D	Seneca II	4	18
CE-172	Skyhawk	18	103	EMB-820		0	0
CE-172	Cutlass	0	0	TOTAL		10	57
CE-172RG	Cutlass	0	1	FAIRCHILD AIRCRAFT CORP.			
CE-182	Skylane	10	37	• Multi-Engine			
CE-182	Turbo Skylane	0	1	Merlin III-C		0	0
CE-182RG	Skylane RG	1	6	Fairchild 30		0	0
				Merlin IV-C		0	0

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	July 86	Cal. Year		July 86	Cal. Year
Metro III	1	17	PARTENAVIA S.P.A.		
TOTAL	1	17	• Multi-Engine		
GATES LEARJET			P68C	1	5
• Multi-Engine			P68C-TC	1	3
LR-25D	0	0	P68	0	3
LR-25G	0	0	P68	0	2
LR-35A	2	6	Spartacus	0	1
LR-36A	0	0	TOTAL	2	14
LR-55	0	2			
TOTAL	2	8	PIPER AIRCRAFT CORP.		
GULFSTREAM AEROSPACE			• Single-Engine		
• Multi-Engine			PA-38-112	*	0
GR-1159A	0	7	PA-28-161	*	33
AE-84G	0	0	PA-28-181	*	25
AE-900	0	0	PA-28-236	*	4
AE-980	0	0	PA-28RT-201T	*	1
AE-1000	1	2	PA-32-301	*	5
TOTAL	1	9	PA-32R-301	*	1
ISRAEL AIRCRAFT INDUSTRIES			PA-32R-301T	*	3
• Multi-Engine			PA-46-310P	*	39
1124	0	0	• Multi-Engine		
1124A	0	4	PA-31-350	*	0
Astra	2	3	PA-31P-350	*	0
TOTAL	2	7	PA-31-500	*	0
LAKE AIRCRAFT			PA-31-500	*	2
• Single-Engine			PA-42-720	*	1
LA-4-200EP	0	4	PA-42-720	*	1
LA-250	1	9	PA-42-1000	*	2
TOTAL	1	13	PA-34-220T	*	19
MAULE AIR INC.			PA-44-180	*	0
• Single-Engine			PA-44-180T	*	0
M-5-180C	0	4	PA-T1020	*	0
M-5-200	0	0	PA-T1040	*	136
M-5-235C	0	3	TOTAL		
M-6-235	0	1			
MX-7-180	0	3	SHORT BROTHERS LTD.		
M-7-235	1	7	• Multi-Engine		
MX-7-235	2	17	SBJ-CS-7	0	1
TOTAL	3	35	SD-3-30	0	1
Manufacturers net billing - \$142,305			SD-3-60	2	11
MOONEY AIRCRAFT CORP.			TOTAL	2	13
• Single-Engine					
M-20J	1	17	SINGLE-ENGINE	94	663
M-20J	4	7	MULTI-ENGINE	49	316
M-20K	7	48	GRAND TOTAL	143	979
TOTAL	12	72			

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	July			Calendar Year to Date		
	1986	1985	1984	1986	1985	1984
Aerospatiale	10	*	*	53	30	*
Beech	26	47	31	135	193	247
British Aerospace	8	4	5	42	43	29
Britten-Norman	0	*	2	4	3	14
Canadair	1	1	2	5	3	14
Cessna	58	86	48	325	492	421
Dassault	*	*	*	10	13	18
De Havilland	4	3	1	24	21	15
Embraer	10	15	13	57	70	61
Fairchild	1	1	2	17	10	12
Gates	2	0	1	8	13	12
Gulfstream	1	10	1	9	36	26
Israel	2	*	2	7	*	6
Lake	1	5	1	13	16	17
Maule Air	3	8	3	35	49	29
Mooney	12	3	13	72	45	71
Partenavia	2	*	*	14	*	*
Piper	*	37	39	136	324	375
Short	2	3	3	13	11	23
	143	223	216	979	1,148	1,219